

Section of Subdivision Regulations Considered for Amendment to allow buffering at end of temporary dead-end road and extension of right-of-way for future connection.

(Excerpted from Section 5.3.k.)

Proposed changes are described or stated in Bold.

- k. Construction of Roads and Dead-End Roads
 - i. Construction of Roads - The arrangement of streets shall provide for the continuation of principal streets between adjacent properties when such continuation is possible for convenient movement of traffic, effective fire protection, efficient provision of utilities and where such continuation is in accordance with adopted plans. If the adjacent property is undeveloped and the street must be a dead-end street temporarily, the right-of-way shall be extended to the property line. An appropriate temporary turnaround and signage may be required where deemed necessary in accordance with 5.3.K.1.iii. following.
 - ii. Permanent Dead-End Roads - When a road does not extend to the boundary of the subdivision and its continuation (immediately or in the future) is not required by the Planning Commission for access to adjacent property, its terminus normally shall be of sufficient distance from such boundary to allow for appropriate development of the intervening land. A permanent turnaround shall be provided at the end of all permanent dead-end roads. Circular turnarounds shall be provided whenever possible; however, where appropriate, other types of turnarounds may be approved. In predominately developable areas where connection of local roads is not restricted because of topographic or environmental constraints, the following table shall govern maximum cul-de-sac length:

TABLE V-1

Average Lot Size	Maximum Length
1.5 acres	1500'
1.0 acre	1000'
0.5 acre or less	700'

In cases of significant topographic or environmental constraints, the Planning Commission may waive these maximum lengths.

The paragraph that reads as follows (italics) should be deleted to not require landscaped islands at a turnaround.

All cul-de-sac roads shall provide landscaped islands at the turnaround. At a minimum, landscaped islands shall be grassed and contain at least three (3) 2"-2.5" canopy trees. More specific standards are contained within Appendix F of these Regulations. (delete above paragraph)

All permanent dead-end roads shall be so designated with appropriate signage on the roads. Long dead-end roads, particularly those with sub-roads, may require additional signs. To promote a continuous pedestrian network, the Planning Commission may require a paved walkway within a 15' easement, which shall be in addition to the building setbacks, to connect an existing or future street or walkway.

iii. Temporary Dead-End Roads - When a road is approved as a Temporary Dead-End and the Planning Commission indicates eventual connection to adjoining property, then such dead-end shall meet the following criteria:

- * No permanent turn-around area shall be provided. The road shall be built to the edge of the property line with temporary turn-around area provided. *(change preceding sentence to read) The road shall be built to the edge of the property line with temporary turn-around area provided, including hammerhead design or cul-de-sac but the Planning Commission may require that the finished construction of the road be delayed and a landscape/screening buffer be installed to meet the standards of Appendix B, 1.6.10, until future development is to be connected to this road.*
- * A barricade shall be erected with a sign of permanent construction stating "Future Through Street, Subject to Extension by the Town of Nolensville for Traffic Safety and Public Access". Said signage's lettering shall be a minimum of 1.5" in size.

Temporary dead-ends may exceed the length noted in Table V-1, as approved by the Planning Commission.

All temporary dead-ends shall be so designated with appropriate signage at the entrance to the roads. Long dead-end roads, particularly those with sub-roads, may require additional signs.

If an applicant is required to extend a temporary cul-de-sac to obtain proper traffic circulation, the Planning Commission may require the applicant to construct sidewalks on the former temporary cul-de-sac *(add phrase) or turn-around* to insure safe pedestrian circulation.

iv. Access to Publicly Maintained Roads - Within a proposed subdivision, no new roads shall be accepted for public maintenance when such roads are not directly accessible by an existing publicly maintained road.